

A QID 1971

FIGHTER SQUADRON ONE HUNDRED FOURTEEN

FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA
96601

VF114/JGG:cx
5750
Ser

DECLASSIFIED

~~REDACTED~~ (Unclassified upon removal of Part I-B)

From: Commanding Officer, Fighter Squadron ONE HUNDRED FOURTEEN
To: Chief of Naval Operations (OP-05D2)

Subj: Fighter Squadron ONE HUNDRED FOURTEEN Command History,
Calendar Year 1971; submission of

Ref: (a) OPNAV INST 5750.12B

Encl: (1) Fighter Squadron ONE HUNDRED FOURTEEN Command History,
Calendar Year 1971

1. The subject command history, enclosure (1), is submitted in
accordance with reference (a).

P. W. Kellaway
P. W. KELLAWAY

Copy to:
CNO (OP-09B9)
CINCPACFLT
COMNAVAIRPAC
COMFAIRMIRAMAR

GROUP 4
DOWNGRADED AT 3-YEAR INTERVALS
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DOD DIR 5200.10

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PART I

VF-114 CHRONOLOGY 1971

JANUARY

- 1-4 Upkeep Subic Bay, Republic of the Philippines
- 5-7 ACM Training Flights/Up Keep Subic Bay, Republic of the Philippines
- 8-10 Up Keep Subic Bay, Republic of the Philippines
- 11 Missilex off Poro Point, Republic of the Philippines
- 12 Enroute Yankee Station
- 13-31 Special Operations on Yankee Station

FEBRUARY

- 1-3 Special Operations on Yankee Station
- 4 Enroute Subic Bay, Republic of the Philippines
- 5 Up Keep Subic Bay, Republic of the Philippines
- 10-11 Enroute Hong Kong
- 12-18 In Port Hong Kong
- 19 Enroute Yankee Station
- 20 Radar Training Flights/Enroute Yankee Station
- 21-28 Special Operations Yankee Station

MARCH

- 1-31 Special Operations Yankee Station

APRIL

- 1 Special Operations Yankee Station
- 2 Enroute Subic Bay, Republic of the Philippines
- 3-7 Up Keep Subic Bay, Republic of the Philippines
- 8 Refresher Carrier Quals Enroute Yankee Station
- 9 Enroute Yankee Station
- 10-25 Special Operations Yankee Station
- 26 Enroute Subic Bay, Republic of the Philippines
- 27-30 Up Keep Subic Bay, Republic of the Philippines

MAY

- 1 Up Keep Subic Bay, Republic of the Philippines
- 2-3 Enroute Yankee Station

4-16 Special Operations Yankee Station
17-20 Enroute Sasebo, Japan
21-25 In Port Sasebo, Japan
26 Enroute Yankee Station
27 Enroute/Missile OKINAWA Area
28-29 Enroute Yankee Station
30-31 Special Operations Yankee Station

JUNE

1-23 Special Operations Yankee Station
24-25 Enroute Subic Bay, Republic of the Philippines
26-30 Up Keep Subic Bay, Republic of the Philippines

JULY

1-10 Transit to Hawaii
11-12 In Port Hawaii
13-15 Transit to San Diego, California
16 Fly off to Naval Air Station, Miramar, California
17 Arrive San Diego, California
18-31 Post Cruise Standdown/Leave Period

AUGUST

1-10 Post Cruise Standdown/Leave Period
11 Change of Command
12-15 Standdown/Maintenance Test Flights
17-18 Maintenance Test Flights
19-20 Familiarization/Instrument/Radar Training Flights
23-27 Familiarization/Instrument/Radar Training Flights
30-31 ARF/Instrument Training Flights

SEPTEMBER

1-3 ARF/Radar/Instrument Training Flights
7-9 ARF/Radar Training Flights
10-15 First Fleet ROPEVAL (5-71)
16-17 Radar Training Flights
20-24 ACM/Radar Training Flights
27-30 ACM/Radar Training Flights

OCTOBER

1 ACM/Radar Training Flights
4-8 ACM/Radar/Navigation/FCLP Training Flights
11-15 Aircraft down for ARA-63 Mod.
18-22 Missilex at Pacific Missile Range
26-29 ACM/FMLP/Radar Training Flights

NOVEMBER

1-2 CW/NAV/Radar/FCLP Training Flights
3-5 CW/NAV/Radar/FCLP//Refresher Carrier Quals CVA-63
8-10 CW/Radar/FCLP//Refresher Carrier Quals CVA-63
11 Dependents Day Cruise CVA-63//CW/Radar Training Flights//FCLP
13-14 FCLP
15 FCLP//Initial Carrier Quals CVA-63//CW/Radar Training Flights
16-17 Initial Carrier Quals CVA-63//CW/Radar Training Flights
18-19 CW/Radar Training Flights
22-24 CW/Radar Training Flights
28-30 Air Wing Deployment to FALLON

DECEMBER

1-10 Air Wing Deployment to FALLON
14-17 ACM/Radar/FCLP Training Flights//Holiday Leave
20-23 ACM/Radar/FCLP Training Flights//Holiday Leave
28-30 Radar/FCLP Training Flights//Holiday Leave

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NARRATIVE

During the first seven months of calendar year 1971, the "Aardvarks" of Fighter Squadron ONE HUNDRED FOURTEEN served under the leadership of Commander Robert H. THALMAN, USN. On 11 August, Commander Peter W. KELLAWAY, USN relieved Commander Thalman at a formal change of command ceremony at Naval Air Station, Miramar, California.

Fighter Squadron ONE HUNDRED FOURTEEN, with a complement of approximately 250 enlisted personnel, 34 officers and 12 to 13 F4J "Phantom II" aircraft was deployed aboard USS KITTY HAWK (CVA-63) as a component of Attack Carrier Air Wing ELEVEN from January through July. During the remainder of the year the squadron was temporarily based ashore at Naval Air Station, Miramar, California where extensive ground and airborne training was conducted in preparation for redeployment to the Western Pacific. A portion of that preparation was carried out during an air wing deployment to Naval Auxiliary Air Station, Fallon, Nevada.

The missions, functions and organization of the command have remained basically the same as those reported in previous histories.

On New Year's Day Fighting 114 was undergoing upkeep aboard USS KITTY HAWK (CVA-63) in Subic Bay, Republic of the Philippines. On the 5th, 6th, and 7th Air Combat Manuvering (ACM) training flights were conducted from Naval Air Station, Cubi Point. Getting underway on the 11th, the squadron participated in a missile firing exercise (MISSILEX) off Subic Bay before proceeding to Yankee Station in the Gulf of Tonkin. The year's first line period began on 13 January and continued through 4 February, at which time the ship returned to Subic Bay. Special operations conducted from Yankee Station included Barrier Combat Air Patrol (BARCAP), Mig Combat Air Patrol (MIGCAP), Force Combat Air Patrol (FORCAP), strike, and escort flights. Leaving Cubi Point on 10 February, KITTY HAWK proceeded to Hong Kong, arriving on the 12th. Underway again on the 19th, the squadron conducted radar training flights on the 20th. On one of those flights, F4J BUNO 157245, CDR KELLAWAY, pilot, and LT (b)(6) NFO, suffered a utility hydraulic failure and empennage fire. The accident caused

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substantial damage to the aircraft, which was diverted to DA NANG Air Base. The temporary loss of this aircraft until it returned aboard on 20 June, reduced the squadron's operating inventory from 12 to 11.

Yankee Station special operations were conducted from 21 February through 1 April, a period of 40 days. Much of the flying done during this period supported Operation Lam Son 719, a drive by the South Vietnamese armed forces into Laos to cut the logistics flow of supplies from North Vietnam through the Tchepone area. Also, on 21 March the squadron participated in Operation Fractured Cross, a protective reaction strike against surface to air missile (SAM) support and logistics facilities in North Vietnam. March was the high flight time month for the cruise. 1029.0 hours were logged - an average of over 73 flight hours per aircrew.

3 April through 7 April were spent in upkeep at Cubi Point. On the 8th refresher carrier qualifications (CQ) were conducted. The ship's third line period lasted from 10 April until the 26th. On the 22nd the squadron was assigned the photo escort roll in the Quang Lang operation, another protective reaction strike called in to suppress North Vietnamese AAA sites firing at a photographic reconnaissance aircraft and its escort, which resulted in the destruction of two MIG-21 aircraft on the runway..

Another upkeep period in Subic lasted from 27 April through 1 May; and was followed by the forth line period from the 4th to the 16th of May. On the 12th, Rear Admiral D. W. COOPER, USN, (CTF-77) and Major General J. G. WILSON, USAF, (DCO 7th AF) toured squadron spaces and were given back seat rides on strike hops flown by CDR THALMAN and LCDR (b) (6)

Five days of rest and relaxation were enjoyed in Sasebo, Japan from the 21st through the 25th. Underway again on the 26th, the squadron flew in a MISSILEX off Okinawa on the 27th and held an awards ceremony on the 28th. Commencing on 30 May, the now seasoned "Aardvarks"

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last line period terminated on 23 June. On the 5th, F4J BUNO 157270, LT (b) (6) pilot, and LT (b) (6) NFO, suffered minor damage when the arresting hook dropped to the extended position during the catapult stroke. This incident reduced the number of available aircraft from 11 to 10 for the period of 5 June to 24 June. After returning to Subic Bay on 26 June, the squadron underwent its post cruise corrosion control inspection, and was commended on the condition of their aircraft.

On 1 July KITTY HAWK and VF-114 started the transit home via Hawaii.. On the 5th the ship detected and the "Aardvarks" successfully intercepted four Russian "Bear" aircraft which overflew the task group. This successful exercise proved the value of many long hours of alert five watches.

On 16 July the squadron aircraft flew off KITTY HAWK bound for the traditional champagne welcome at Naval Air Station, Miramar, California. The remainder of the squadron arrived in San Diego the following day.

The post cruise leave and standdown period lasted from 18 July until 17 August. CDR KELLAWAY relieved CDR THALMAN on 11 August. Maintenance test flights began on the 16th; the turn-around refresher training cycle began on the 19th. Familiarization, instrument, radar, and airborne refueling training flights were conducted through 9 September.

Also, in August the squadron was tasked to provide 28 sorties for the Replacement Air Group (RAG), VF-121. This program resulted in approximately 44 lost training flight hours.

During August and September four first tour pilots and five first tour NFO's reported aboard. A sixth NFO reported aboard in November. None of these "nugget" pilots were initially carrier qualified by the RAG. This added task required numerous man hours and flight hours for extra CQ briefings and field carrier landing practice (FCLP) - time which would have been utilized for additional training during a normal turn around cycle.

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September was a busy month for the "Aardvarks". ROPEVAL (5-71) ran from the 10th through 15th, effectively eliminating the squadron training program during that period. During ROPEVAL VF-114 was host to VAQ 133, supporting them in the maintenance of their four EA-6B aircraft. Concurrently (9-14 Sept), the squadron provided and maintained one aircraft for the certification trials of the automatic carrier landing system (ACLS) aboard USS CORAL SEA (CVA-43). This project required 28.9 flight hours. Also, during September LT (b) (6) father, CAPT (b) (6), USN, (RET), toured squadron spaces and was given a ride in the Phantom II by LT (b) (6).

On 14 September, Commander, Naval Air Force, Pacific Fleet, VADM T. J. WALKER, USN, presented the Battle Efficiency Pennant to VF-114. The award, also known as the Battle Efficiency "E", recognizing the "Aardvarks" as the outstanding Navy F4 fighter squadron in the Pacific for the period 1 January 1970 to 30 June 1971. During that period the squadron had compiled an enviable record. VF-114 did not lose one flight crew member or any personnel due to serious injury during the entire cruise. 884 bombing sorties were flown, dropping over three million pounds of ordnance with a bomb hung rate of 0.79%. On the last three line periods 1432 consecutive bombs were dropped with a hung rate of zero. Average aircraft full system availability for the cruise was 66% (highest ever for an F4J squadron in WESTPAC). In April the average was 77%. VF-114 was one of two squadrons to operationally deploy with and use Mode I ACLS in WESTPAC. 314 completely automatic carrier landings were made. The overall squadron boarding rate was 95%, night and day, including carrier qualifications.

ACM, radar, navigation and FCLP training flights were conducted from 16 September through 8 October. Much of the ACM training was part of the "Adversary Program" administered by VF-121's Top Gun detachment. Flights were flown against F-4's, A-4's, and F-8 aircraft from other squadrons at Naval Air Station, Miramar, California.

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From 13 September through 6 October LT (b) (6) and LT (b) (6) attended Top Gun's Fighter Weapons School where they were schooled in the latest procedures for best employing the F4J weapons system. Their subsequent lectures were an invaluable aid in the training program.

On 6 October F4J BUNO 157445 LT (b) (6) pilot, and LT (b) (6) NFO, sustained substantial damage when a Sparrow III missile struck the underside of the aircraft after launch. The aircraft was recovered at Naval Air Station, Miramar. The accident reduced the available inventory by one until mid December at a time when two aircraft were already in PAR.

Little flying was accomplished during the week of 11 through 15 October, while Air Frames Changes (AFC) 470 and 508 were incorporated into the aircraft. AFC 470 included the installation of the ARA-63 Instrument Landing System (ILS); while AFC 508 added an ACLS disconnect to the landing gear. Both modifications were done simultaneously and, combined, took an average of 6 days per aircraft.

During the MISSILEX, flown in the Pacific Missile Range from 18 through 22 October, 8 individual AIM-7 Sparrow III "E"'s and 8 individual AIM-9 Sidewinder "E"'s were earned.

From 26 October through 10 November Commander, Fleet Air Miramar conducted an Integrated Weapon's System Review (IWSR), an inspection concerned with the maintenance, training for, and utilization of the entire F4J weapon's system. Airborne operations associated with the IWSR included two missile firing flights in PMR, two bombing flights in the El Centro area, and one ECM equipment verification flight on the "E" range at Naval Air Station, China Lake. LTJG (b) (6) and LTJG (b) (6) attended Top Gun from 26 October through 19 November.

Refresher CQ flights were conducted aboard KITTY HAWK from 3 through 10 November. On the 3rd LT (b) (6) and LT (b) (6) made the ship's 120,000th arrested landing.

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On Sunday, the 7th, VF-114's color guard participated in a massing of colors sponsored by the Military Order of the World Wars and held in Balboa Park, San Diego, California.

The "Aardvarks" participated in KITTY HAWK's dependents' day cruise on the 12th, providing several carrier landing, bombing, and missile firing demonstrations. Initial carrier qualifications for three of the four first tour pilots were held for three days starting on the 15th.

Ashore; bombing, FCLP, and radar training flights were conducted through out the month. On the 28th the squadron departed for the Air Wing Conventional Weapons (CW) Deployment at Naval Auxiliary Air Station, Fallon, Nevada. The training, which lasted until the 10th of December, provided the opportunity for individual squadrons to operate together as an air wing, and included CW, NAV, EW, ARF and alpha strikes. During the competitive bombing exercise four individual bombing "E"'s were earned. In the bombing derby the "Aardvarks" placed third behind two A7E squadrons (with their sophisticated bombing computers), but ahead of an A-6 and the sister F-4 squadron. LT (b) (6) won the intra-squadron competition. The squadron also hosted a detachment of two RA-5C's from RVAH-7 while at Fallon.

After returning to Naval Air Station, Miramar, the "Aardvarks" were inspected by a COMNAVAIRPAC Maintenance Advisory Team on the 14th through 17th, who made valuable recommendations as to how to better utilize the maintenance assets. Also on the 17th, LCDR (b) (6) from VF-121 conducted the annual NATOPS evaluation. The aircrews scored an impressive 100% satisfactory record.

A well deserved holiday leave period commenced on 15 December. VF-114 had accomplished an impressive record during 1971. By New Year's Day, the "Aardvarks" were also well on the way to becoming prepared for yet another successful WESTPAC cruise.

1971 FLIGHT STATICS

<u>MONTH</u>	<u>SORTIES</u>	<u>FLIGHT HOURS</u>	<u>NIGHT HOURS</u>	<u>DAY TRAPS</u>	<u>NIGHT TRAPS</u>
JAN	392	752.9	298.5	195	167
FEB	203	424.8	134.8	135	54
MAR	515	1029.0	312.7	348	167
APR	303	615.5	118.9	221	34
MAY	259	528.8	90.5	188	59
JUN	285	547.9	76.2	216	51
JUL	19	24.0	0	7	0
AUG	113	182.0	10.1	0	0
SEP	226	312.7	56.6	9	0
OCT	196	216.7	31.9	0	0
NOV	320	379.0	96.4	165	45
DEC	279	334.9	80.0	0	0
TOTAL	3110	5348.2	1306.6	1484	577

1971 AIRCRAFT ON BOARD

<u>MONTH</u>	<u>AVERAGE NUMBER OF AIRCRAFT</u>
JAN	12.0
FEB	11.7
MAR	11.0
APR	11.0
MAY	11.0
JUN	10.7
JUL	12.0
AUG	12.0
SEP	11.3
OCT	8.5
NOV	10.5
DEC	12.1

1971 ORDNANCE EXPENDITURES

	MK-82	AIM-7 SP III	CBU-24	MK 36 DST	ROCKET	MK-76	AIM-9	2.75 RKT	MK 45 FLARES	MK 87 P.B.	20 MM	ITEMS DROPPED MONTHLY	TONAGE DROPPED MONTHLY
JAN	1177	2										1179	618,845
FEB	368											368	192,200
MAR	1203		44	10	16							1273	677,425
APR	418	3		8								429	225,015
MAY	420											420	220,500
JUN	576		4									576	302,400
JUL													
AUG													
SEP	4					4						8	2,200
OCT	12	12				4	14					42	14,200
NOV	6	2				454	4	93	6	11	180	756	23,875
DEC	12					740		314	32			1,098	28,630
TOTAL ITEMS	4,196	19	48	18	16	1202	18	407	38	11	182	6,149	
TONAGE	2,207,096	8,860	39,612	9540	8,320	2,404	6804	24,420	3,040	11,000			2,305,290

VF-114 AWARDS - 1971
DISTINGUISHED FLYING CROSS

LCDR (b) (6) LTJG (b) (6)

AIR MEDAL

LCDR (b) (6) LT (b) (6)
LTJG (b) (6) LT

STRIKE/FLIGHT AIR MEDAL

<u>AWARD NO.</u>	<u>NAME</u>	<u>AWARD NO.</u>	<u>NAME</u>	<u>AWARD NO.</u>	<u>NAME</u>
8-18	CDR (b) (6)	6-14	LT (b) (6)	6-14	LT (b) (6)
9-19	CDR R. H. THALMAN	11-21	LT	1-8	LT (b) (6)
5-14	CDR P. W. KELLAWAY	14-24	LT (b) (6)	1-10	LT (b) (6)
6-12	LCDR (b) (6)	1-10	LT	1-9	LTJG (b) (6)
7-12	LCDR (b) (6)	1-10	LT (b) (6)	1-8	LT (b) (6)
7-10	LT (b) (6)	1-7	LTJG (b) (6)	6-15	LT (b) (6)
6-15	LT	1-10	LTJG (b) (6)	6-14	LT (b) (6)
1-18	LT	2-8	LT (b) (6)	1-10	LT (b) (6)
7-16	LT	1-8	LT (b) (6)	1-9	LTJG (b) (6)
1-9	LT	5-14	LT (b) (6)	1-10	LT (b) (6)

NAVY COMMENDATION MEDAL

LT (b) (6) (W/CDD) (3rd) LT (b) (6)
LT LT (b) (6)
AFCM (b) (6) AMCS (b) (6)
AMS1 WO1 (b) (6)
CWO2 (b) (6)

NAVY ACHIEVEMENT MEDAL

LTJG (b) (6)	ATC (b) (6)	ADCS (b) (6)
AECS	AO1 (b) (6)	AT2 (b) (6)
AMSC (b) (6)	PR2 (b) (6)	AME1 (b) (6)
ATC (b) (6)	AME2 (b) (6)	ADJC (b) (6)
AOC (b) (6)	ASE2 (b) (6)	ADJC (b) (6)
AEC (b) (6)	AQC (b) (6)	

COMBAT ACTION RIBBON

AN (b) (6)

COMMANDER SEVENTH FLEET LETTER OF COMMENDATION

LT (b) (6)	AQC (b) (6)	AEC (b) (6)
AMH1 (b) (6)	YN1 (b) (6)	ATL
AMS1 (b) (6)	AMS1 (b) (6)	AQ1 (b) (6)
AQ2 (b) (6)	AMS2 (b) (6)	AMS2 (b) (6)
AQ2 (b) (6)	AO2 (b) (6)	AE2 (b) (6)
AK3 (b) (6)		

COMFAIRMIRAMAR AVIATION SAFETY AWARD CERTIFICATES

<u>ME</u>	<u>HOURS</u>	<u>NAME</u>	<u>HOURS</u>	<u>NAME</u>	<u>HOURS</u>
LT (b) (6)	500	LT (b) (6)	500	LT (b) (6)	1500
LT (b) (6)	500	CAPT (b) (6)	1500	LT (b) (6)	500
LT (b) (6)	500	LT (b) (6)	500	LCDR (b) (6)	1000
LT (b) (6)	500	CDR (b) (6)	1500	LT (b) (6)	500
CDR (b) (6)	1000	LT (b) (6)	500	LCDR (b) (6)	1500
LT (b) (6)	500	LT (b) (6)	500		

BATTLE READY EXCELLENCE AWARD CERTIFICATE (E's)

<u>NAME</u>	<u>AWARD</u>	<u>NAME</u>	<u>AWARD</u>	<u>NAME</u>	<u>AWARD</u>
LTJG (b) (6)	AIM-7+AIM-9	LTJG (b) (6)	AIM-7+AIM-9	LT (b) (6)	AIM-9
LTJG (b) (6)	AIM-7+AIM-9	LT (b) (6)	AIM-7+AIM-9	LT (b) (6)	AIM-9
LTJG (b) (6)	AIM-7+AIM-9	CDR (b) (6)	AIM-7+AIM-9	LT (b) (6)	AIM-9
LT (b) (6)	AIM-7+AIM-9	LT (b) (6)	AIM-9	LCDR (b) (6)	AIM-9
LT (b) (6)	AIM-7+AIM-9	LCDR (b) (6)	AIM-7	LT (b) (6)	AIM-9
LT (b) (6)	AIM-9	LT (b) (6)	AIM-9	LTJG (b) (6)	AIM-9
LTJG (b) (6)	AIM-7	LT (b) (6)	AIM-7	LT (b) (6)	AIM-9
LT (b) (6)	AIM-7	CDR (b) (6)	AIM-7	LT (b) (6)	AIM-7

AARDVARK OF THE MONTH 1971

AQF2 (b) (6)	AMH2 (b) (6)	AME2 (b) (6)
A02 (b) (6)	YN3 (b) (6)	AZ3 (b) (6)
AMH3 (b) (6)	ADJAN (b) (6)	AN (b) (6)

Naval Air Station Miramar
San Diego, California 92145

FITRON 114 LOI 1-71
FLT/cx
3000
11 November 1971

FITRON 114 LOI 1-71

From: Commanding Officer, Fighter Squadron ONE HUNDRED FOURTEEN
To: Fighter Squadron ONE HUNDRED FOURTEEN

Subj: CQ Deployment 16-23 November 1971 aboard USS KITTY HAWK (CVA-63)

Encl: (1) CARQUAL Requirements
(2) Schedule of Events
(3) Officer Deployment Roster
(4) Enlisted Deployment Roster and Duty Assignments

1. The purpose of this LOI is to set forth the schedule of events and assign responsibilities in support of Aircrew Carrier Qualification scheduled for 16-23 November 1971 aboard USS KITTY HAWK (CVA-63). Aircrew qualification requirements are set forth in enclosure (1). To support the training requirements during this period a VF-114 detachment will be positioned in USS KITTY HAWK in accordance with the schedule of events delineated in enclosure (2).

2. The following duties and responsibilities are assigned.

(a) LT (b) (6) is designated Senior Watch Officer and is responsible for assigning Squadron Duty Officers and Integrity Watch Officers.

(b) LTJG (b) (6) is responsible for coordinating the on-load and off-load of squadron personnel and equipment.

(c) LTJG (b) (6) is responsible for maintaining Ward Room accounts and ensuring the timely payment of mess bills.

(d) Officer stateroom assignments are delineated in enclosure (3).

(e) Upon reporting aboard USS KITTY HAWK, AMSC (b) (6) will brief all senior petty officers on billeting and watch assignments.

(f) All personnel will proceed by mode/type of transportation as specified in enclosure (4). Officers will check in with the Captain's Office upon reporting. Enlisted personnel will check in with the VF-114 Squadron Duty Officer in Ready Room #1.

3. Uniform requirements at sea are as follows:

(a) Uniform of the day:
Officer/Chief Petty Officer - Working Khaki/Aviation Working Green
Enlisted - Dungarees.


P. W. KEELAWAY

Copy to:
COMNAVAIRPAC (Code 310)
COMFAIRIRMAIR
CO, USS KITTY HAWK (CVA-63), COMTEKCAIRWING ELEVEN

CARQUAL REQUIREMENTS

1. Pilot experience and landing requirements:

QUAL#	RANK/ NAME	CAT	TOTAL ARR LDGS	TOTAL TIME	DATE LAST ARR LDG	F-4 TIME	T&G REQ	D/N ARR REQ
08	CDR (b) (6)	B	465	4004	11/71	1723	2	4/6
09	LCDR (b) (6)	B	334	2660	11/71	1100	2	4/6
10	LCDR (b) (6)	B	460	2136	11/71	1370	2	4/6
11	LT (b) (6)	B	199	1727	11/71	1100	2	4/6
12	LT (b) (6)	B	8	1000	4/69	1125	2	10/6
13	LTJG (b) (6)	B	11	412	5/70	100	2	10/6
14	LTJG (b) (6)	B	11	411	5/70	110	2	10/6

2. CARQUAL Requirements:

a. Pilots for day landings	7
b. Pilots for night landings	7
c. Pilots for day landings by category	7B
d. Pilots for night landings by category	7B
e. Total touch and go's	14
f. Total day arrests	46
g. Total night arrests	42
h. Officers to embark	9
i. Enlisted to embark	36
j. Aircraft available	6
k. Aircraft to fly aboard	6

Enclosure (1)

SCHEDULE OF EVENTS

<u>TE</u>	<u>EVENT</u>
15 NOV 71	Load support equipment aboard USS KITTY HAWK (CVA-63). Equipment to be stowed and locked up in spaces allocated by CVA-63.
16 NOV 71	Assigned personnel to be aboard prior to 0730 local.
16 NOV 71	Six aircraft fly aboard USS KITTY HAWK with the following Aircrews: CDR (b) (6) / LT (b) (6) CDR (b) (6) / LT (b) (6) LCDR (b) (6) / LT (b) (6) LCDR (b) (6) / LT (b) (6) LT (b) (6) / LT (b) (6) LT (b) (6) / LT (b) (6)
16 - 19 NOV 71	Conduct CARQUAL Operations
TBA	Depart USS KITTY HAWK for NAS Miramar. It is anticipated that personnel/gear will be returned to NAS Miramar via Helo/CIA. Arrangements for subj transportation will be completed at a later date.

OFFICER ROSTER

<u>NAME</u>	<u>RANK</u>	<u>SER #/DESIG</u>	<u>DATE OF RANK</u>	<u>PHONE #/ STATEROOM</u>
KELLAWAY, P. W.	CDR	(b) (6)	1 AUG 68	
(b) (6)	CDR	(b) (6)	1 AUG 69	
(b) (6)	LCDR	(b) (6)	1 SEP 69	
(b) (6)	LCDR	(b) (6)	1 JUN 71	
MIKITA, G. T.	CAPT	USAF	20 JUN 67	
(b) (6)	LT	(b) (6)	1 JAN 68	
(b) (6)	LT	(b) (6)	1 JAN 68	
(b) (6)	LT		1 JUL 69	
(b) (6)	LT		1 JUL 69	
(b) (6)	LT		1 JUL 70	
(b) (6)	LT	(b) (6)	1 APR 71	
(b) (6)	LT	(b) (6)	1 JUL 71	
(b) (6)	LT	(b) (6)	1 JUL 71	
(b) (6)	LT	(b) (6)	1 SEP 71	
(b) (6)	LTJG	(b) (6)	20 FEB 70	
(b) (6)	LTJG	(b) (6)	7 MAR 70	
(b) (6)	LTJG	(b) (6)	4 JUN 70	
(b) (6)	LTJG	(b) (6)	7 NOV 70	
(b) (6)	LTJG	(b) (6)	14 NOV 70	
(b) (6)	LTJG	(b) (6)	6 MAY 71	
(b) (6)	WO2	(b) (6)	1 AUG 71	

220
500
600
700
800
900
1000

Enclosure (3)

ENLISTED DEPLOYMENT ROSTER AND DUTY ASSIGNMENTS

NAME	RATE	SERV #	SSA#	MOT.
(b) (6)	ADJAA	(b) (6)	(b) (6)	
(b) (6)	AEC	(b) (6)	(b) (6)	
(b) (6)	AMSC	(b) (6)	(b) (6)	
LINE DIV				
(b) (6)	AMHL	(b) (6)	(b) (6)	
(b) (6)	AME1	(b) (6)	(b) (6)	
(b) (6)	AMHAN	(b) (6)	(b) (6)	
(b) (6)	ASMAN	(b) (6)	(b) (6)	
(b) (6)	ATAN	(b) (6)	(b) (6)	
(b) (6)	ADJAN	(b) (6)	(b) (6)	
(b) (6)	ADJ3	(b) (6)	(b) (6)	
(b) (6)	AME2	(b) (6)	(b) (6)	
(b) (6)	AA	(b) (6)	(b) (6)	
(b) (6)	AA	(b) (6)	(b) (6)	
(b) (6)	AN	(b) (6)	(b) (6)	
AE/AQ				
(b) (6)	AE3	(b) (6)	(b) (6)	
(b) (6)	AE3	(b) (6)	(b) (6)	
(b) (6)	AQAN	(b) (6)	(b) (6)	
(b) (6)	AQAN	(b) (6)	(b) (6)	
T/S				
(b) (6)	AT2	(b) (6)	(b) (6)	
(b) (6)	AE3	(b) (6)	(b) (6)	
(b) (6)	ADJ3	(b) (6)	(b) (6)	
A/F				
(b) (6)	AMS2	(b) (6)	(b) (6)	
(b) (6)	AMHAN	(b) (6)	(b) (6)	

Enclosure (4)

P/P (b) (6)	ADJ1	(b) (6)	(b) (6)
(b) (6)	ADJ2	(b) (6)	(b) (6)
QA (b) (6)	AMH1	(b) (6)	(b) (6)
AME (b) (6)	AME2	(b) (6)	(b) (6)
AZ (b) (6)	AZ3	(b) (6)	(b) (6)
AK (b) (6)	AKIN	(b) (6)	(b) (6)
AT (b) (6)	AT3	(b) (6)	(b) (6)
(b) (6)	ATAN	(b) (6)	(b) (6)
AO (b) (6)	AOAN	(b) (6)	(b) (6)
MESS COOKS (b) (6)	AA	(b) (6)	(b) (6)
(b) (6)	AA	(b) (6)	(b) (6)
COMPT CLEAN (b) (6)	AA	(b) (6)	(b) (6)
PP0 (b) (6)	AO2	(b) (6)	(b) (6)
STEWARDS (b) (6)	TN	(b) (6)	(b) (6)
(b) (6)	TN	(b) (6)	(b) (6)

Fighter Squadron ONE HUNDRED FOURTEEN
Fleet Post Office
San Francisco 96601

VF-114/JRP:cx
3000
23 November 1971

FITRON 114 ADDENDUM TO COMATKCARAIRWING ELEVEN OP ORDER 1-71

From: Commanding Officer, Fighter Squadron ONE HUNDRED FOURTEEN
To: Fighter Squadron ONE HUNDRED FOURTEEN

Subj: FITRON 114 Conventional Weapons Deployment; Fallon

Encl: (1) Operations
(2) Maintenance
(3) Movement Instructions
(4) Administration/Personnel
(5) Compendium of Major Events

1. This Addendum supplements COMATKCARAIRWING ELEVEN OP-ORDER 1-71. It is issued to provide specific guidance and instructions to facilitate the 28 November through 11 December Fallon Weapons Deployment and associated squadron movements. Certain areas of this addendum duplicate COMATKCARAIRWING ELEVEN OP-ORDER 1-71 for convenience.

2. Information pertinent to the deployment and associated movements is contained in enclosures (1) through (5). Departments and individuals assigned specific duties herein will promulgate information as appropriate to all those concerned.


P. W. KEILLAWAY

Copy to:
COMATKCARAIRWING ELEVEN

OPERATIONS

1. The squadron will deploy all aircrews, 10 aircraft, and approximately 120 enlisted personnel to NAAS, Fallon. Mission training requirements are as directed by the Commanding Officer or higher authority. Requirements for each day's operations will be promulgated by the Squadron Flight Schedule.

2. Planned sorties and ordnance loads are as follows:

29 NOV -	20 day	MK76/2175
30 NOV -	20 day	MK76/2175
1 DEC -	18 day/10 night	MK76/2175
2 DEC -	18 day/10 night	MK76/2175
3 DEC -	18 day/10 night	MK76/2175
6 DEC -	16 day/8 night	MK76/ZUNI (Airwing Bomb Derby)
7 DEC -	16 day/8 night	MK76/ZUNI (Complex)
8 DEC -	16 day/8 night	TBA
9 DEC -	16 day/8 night	TBA
10 DEC -	10 day	TBA

3. Aircraft and assigned crews will commence fly-away from NAS Miramar to NAAS Fallon at approximately 100 on 28 November 1971.

MAINTENANCE AND MATERIAL

1. CVW-11 Advance Liaison and Maintenance coordinator is AMCS (b) (6)
2. A daily fod walk-down will be conducted prior to commencement of each day's flight operations or as required. The fod walk-down will be supervised by the CVW-11 Maintenance coordinator.
3. Squadron Support Equipment will be drawn from the NAAS Fallon GSE Branch Office (Hangar 300) by the Advance Liaison Officer. GSE issue will be coordinated through the CVW-11 Maintenance coordinator. All drivers/operators of GSE will be licensed and familiar with the safe operation of equipment.
4. Squadron vehicles will be drawn from NAAS Fallon Public Works transportation dispatcher by the Advance Liaison Officer.
5. Squadron storekeepers will report to the fuel desk (Bldg 65) for a briefing on aviation fuels, nitrogen, and liquid oxygen accounting procedures.
6. Aviation supply issue rooms are located in room 102 (Hangar 300) and building 12. After 1630 on weekdays and on weekends AOCF/ANFE items will be submitted to the Supply Duty section in building 65.
7. Squadron space assignments and aircraft parking spaces will be assigned by the CVW-11 Advance Liaison Officer upon arriving.
8. 3M Documentation will be in accordance with procedures of OPNAVINST 4790.2 and OPNAVINST 5442 series, Part III, B. 2-b (page 50) and Part III C-2 c (page 59). Flight and NOR date, MHA and MDR data will be airmailed to VF-114 detachment, NAS Miramar. Document control forms will contain "AWAY FROM HOME" code "K".
9. General maintenance and upkeep of squadron aircraft will be performed at NAAS Fallon. Major maintenance, insofar as possible, will be performed by the VF-114 detachment at NAS Miramar.
10. The squadron advance party will establish liaison with the CVW-11 Advance Liaison Officer upon arrival at NAAS Fallon.

Enclosure (2)

MOVEMENT INSTRUCTIONS

SUPPORT EQUIPMENT: A 2½ Ton Stake Truck will be made available to the Squadron on Wednesday, 24 November 1971. Upon arrival of the truck, shops will load all Maintenance Support Equipment scheduled to deploy to NAAS Fallon. Approximately 5300 # of gear is scheduled to be transported. When loading of the truck is complete it will be parked in the Hangar awaiting the Airlift. The Airlift has been requested for Sunday, 28 November 1971, but could arrive as early as 1200, Saturday, 27 November 1971. Firm Airlift times will be promulgated when received.

PERSONNEL - ADVANCE PARTY (AIRLIFT): The below listed personnel constitute the Advance Party segment to be transported to Fallon via Airlift on Friday, 26 November 1971. Firm Airlift departure times will be promulgated when received. All personnel will be standing by ready to load at least two hours prior to scheduled departure time. Orders will be picked up from the VF-114 SDO and "Next of Kin" Forms (available from SDO) are to be completed prior to boarding the Airlift Aircraft. The advance party will meet with the Squadron Liaison Officer at 0900, 27 November 1971 in Hangar 300

<u>NAME</u>	<u>RATE</u>	<u>SSAN</u>
(b) (6)	AVCM	(b) (6)
	AA	
	AA	(b) (6)
	AA	
	AA	(b) (6)
	AN	
	ASMAA	(b) (6)
	AMSAA	
	TN	(b) (6)
	TN	
	SD2	(b) (6)
	SD2	
	AEAN	(b) (6)
	AA	
	CS3	(b) (6)
	HN	
	SN	(b) (6)
	SA	
	AQC	

PERSONNEL - ADVANCE PARTY (POV): The below listed personnel constitute the Advance Party segment to be transported to Fallon via POV (Privately Owned Vehicle). The Advance Party will meet with the Squadron Liaison Officer at 0900, 27 November 1971 in Hangar 300.

<u>NAME</u>	<u>RATE</u>	<u>SSAN</u>
(b) (6) (DRIVER)	AFCM	(b) (6)
	AMSC	
	AQC	
	AOC	(b) (6)
(b) (6) (DRIVER)	AO3	
	AO3	
	AOAN	(b) (6)
(b) (6) (DRIVER)	ADJC	
(b) (6)	AEC	
(b) (6)	ATC	

PERSONNEL - ADVANCE PARTY (POV) (CONT'D)

NAME		RATE	SSAN
(b) (6)	(DRIVER)	ADJC	(b) (6)
(b) (6)	(DRIVER)	AME2	(b) (6)
(b) (6)	MMN	ADJ1	(b) (6)
(b) (6)	(DRIVER)	SN	(b) (6)
(b) (6)	(DRIVER)	AMHC	(b) (6)
(b) (6)	(DRIVER)	AMS2	(b) (6)
(b) (6)	(DRIVER)	AMH1	(b) (6)
(b) (6)	(DRIVER)	AQ3	
(b) (6)	(DRIVER)	AQAN	

PERSONNEL - MAIN GROUP (AIRLIFT): The below listed personnel constitute the Main Group Segment to be transported to Fallon via Airlift. This Airlift has been requested for Sunday, 28 November 1971, but could arrive as early as 1200, Saturday, 27 November 1971. Firm Airlift times will be promulgated when received. All personnel will pick up orders from the VF-114 SDO, complete "Next of Kin" Forms (available from SDO), and be standing by ready to board at least two hours prior to scheduled departure time.

NAME	RATE	SSAN
(b) (6)	AME1	(b) (6)
(b) (6)	AE1	(b) (6)
(b) (6)	ADJ1	(b) (6)
(b) (6)	ADJ1	(b) (6)
(b) (6)	AMH1	(b) (6)
(b) (6)	AMH1	(b) (6)
(b) (6)	AO1	(b) (6)
(b) (6)	AMH1	(b) (6)
(b) (6)	AT2	(b) (6)
(b) (6)	AQ2	(b) (6)
(b) (6)	AT3	(b) (6)
(b) (6)	AT3	(b) (6)
(b) (6)	AMS3	(b) (6)
(b) (6)	AZ3	(b) (6)
(b) (6)	ADJ3	(b) (6)
(b) (6)	AEAN	(b) (6)
(b) (6)	AOAN	(b) (6)
(b) (6)	AZAN	(b) (6)
(b) (6)	ADJAN	(b) (6)
(b) (6)	AN	(b) (6)
(b) (6)	AMSAN	(b) (6)
(b) (6)	AMH2	(b) (6)
(b) (6)	AMS2	(b) (6)
(b) (6)	AME2	(b) (6)
(b) (6)	AE2	(b) (6)
(b) (6)	AT3	(b) (6)
(b) (6)	AE3	(b) (6)
(b) (6)	ADR3	(b) (6)
(b) (6)	AO3	(b) (6)
(b) (6)	ADJ3	(b) (6)
(b) (6)	ADJAN	(b) (6)
(b) (6)	AEAN	(b) (6)
(b) (6)	AEAN	(b) (6)

ENCLOSURE (3)

PERSONNEL - MAIN GROUP (AIRLIFT) (CONT'D):

NAME	RATE	SSAN
(b) (6)	AA	(b) (6)
	AA	
	AQ2	
(b) (6)	PR2	(b) (6)
	ADJ2	
	AMS3	
	AE3	
	ADJ3	
	AE3	
	AT3	
(b) (6)	AQ3	(b) (6)
	AMH3	
(b) (6)	AMHAN	(b) (6)
	AN	
	SR	
	AQAN	
	AEAN	
	AOAN	
	AMHAA	
	A02	
	A03	
	A03	
	AMHAN	
	AN	
	AT2	
	AQ2	
(b) (6)	AE3	(b) (6)
	AME3	
	ADJ3	
	AMS3	
	AMHAA	
	PRAA	
	AQAA	
	ASMAN	

PERSONNEL - MAIN GROUP (POV): The below listed personnel constitute the main segment to be transported to Fallon via POV (Privately Owned Vehicle).

NAME	RATE	SSAN
(b) (6) (DRIVER)	AK1	(b) (6)
(b) (6) (DRIVER)	AO3	
(b) (6)	AO2	
(b) (6)	AO3	
(b) (6)	AOAN	
(b) (6) (DRIVER)	AO2	
(b) (6) (DRIVER)	AO1	
(b) (6)	AO1	
(b) (6)	AO2	
(b) (6) (DRIVER)	AT1	
(b) (6) (DRIVER)	AT2	(b) (6) NO POV ORDERS
(b) (6) (DRIVER)	ATAN	NO POV ORDERS
(b) (6) (DRIVER)	AN	NO POV ORDERS
(b) (6)	AEAN	
(b) (6)	AN	
(b) (6) (DRIVER)	AEAN	(b) (6)
(b) (6) (DRIVER)	AMH3	NO POV ORDERS
(b) (6) (DRIVER)	AE3	(b) (6) NO POV ORDERS
(b) (6) (DRIVER)	ADJ3	NO POV ORDERS
(b) (6) (DRIVER)	ADJ3	
(b) (6) (DRIVER)	AO1	(b) (6) NO POV ORDERS
(b) (6) (DRIVER)	AE2	NO POV ORDERS
(b) (6)	AZ3	
(b) (6)	AME1	
(b) (6) (DRIVER)	AT3	(b) (6)
	AN	NO POV ORDERS
	ADJ3	

ADMINISTRATION/PERSONNEL

1. COMRATS for all enlisted deploying to NAAS Fallon will be terminated for the period of the deployment.
2. All personnel will check-in with the OinC of the Advance Party (Bldg 300) upon arrival at NAAS Fallon. Berthing will be assigned and meal passes will be issued upon check-in.

3. Uniforms - Officers and CPO's

Uniform of the Day - Service Dress Blue
Service Dress Khaki (optional)

Working Uniform - Service Dress Khaki
Aviation Green Working
Khaki Working

- * Garrison caps may be worn with the working uniforms
- * Aviation Green working may be worn on watch

Uniform - Other Enlisted

Uniform of the Day - Service Dress Blue

Working Uniform - Undress Blue
Dungaree Working/Fatigues

- * Working uniform will not be worn ashore while in a liberty status.
- * Working uniform may be worn on watch

Uniform for Airlift - All personnel utilizing the airlift will be in the uniform of the day

Civilian Clothing - Personnel are authorized to wear appropriate civilian clothing on liberty, on station during off duty hours, and for all meals in the mess hall.

Safety Helmets - All personnel operating motorcycles aboard NAAS Fallon must wear safety helmets whether in uniform or civilian clothes.

4. All hands payday will be held on 26 November 1971. Personnel will be paid up through 30 November 1971 on this paycheck. There are no restrictions on depositing or cashing these paychecks prior to 30 November 1971.
5. Advance Per Diem is authorized for all personnel who so desire, however it is discouraged due to the large number of personnel and the limited facilities aboard NAS Miramar. *Discontinued*
6. Orders will be available for pick-up at the VF-114 SDO desk on or after 23 November.
7. Airlift schedules will be promulgated to all hands when received on Wednesday, 24 November. All personnel will be standing by, ready to board, two hours prior to scheduled departure time.

COMPENDIUM OF MAJOR EVENTS

- TUES 23 NOV: TAD orders for all hands at SDO available for those desiring advanced TAD per diem.
- WED 24 NOV: Load 2¹/₂ stake truck by 1600
- THURS 25 NOV: Holiday Routine
- FRI 26 NOV: Early payday for all hands. Advanced party airlift departs - time and place to be announced. pick up orders from SDO (log out) and fill out next of kin chits.
- SAT 27 NOV: Advance party and VF-114 Liaison Officer meet at 0900 Hangar 300, NAAS Fallon. Squadron ordnance personnel in advance party attend ordnance briefing (time TBA).
- SUN 28 NOV: All hands departing for NAAS Fallon pick up orders from SDO and log out, fill out next of kin chits. Airlift departing for Fallon - time - place to be announced. Box lunches at boarding. Load support equipment. Load personal luggage (for aircrews flying squadron aircraft) on airlift - duty driver and truck handle.
- Unloading at Fallon to be coordinated by advance party.
- All personnel, upon arriving at NAAS Fallon, check in with NAAS OOD and OINC of the advance party (Bldg 300).
- Squadron ordnancemen (less advance party) attend ordnance handling brief (time TBA).
- MON 29 NOV: Squadron ordnancemen stragglers attend ordnance handling brief (time TBA).

FIGHTER SQUADRON ONE HUNDRED FOURTEEN

FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

96601

ZOT-Gram 2
1 January 1971

Dear Wives, Parents, and Fiancees,

It's a New Year, and it promises to be a good one for the now combat-seasoned, carrier wise Aardvarks. When I wrote our first ZOT-Gram, we were just arriving in the Western Pacific, and eagerly looking forward to our first real operational test on the line off Viet-Nam. The Aardvarks had performed every possible training exercise and were confident in their ability to do whatever task they could be expected to perform. I am extremely pleased to report that our confidence has been justified to the fullest extent. Starting with the first day of operations and continuing to the end of the line period, VF-114 has looked like the proverbial "old pro" and has been the subject of several favorable comments by seniors in the chain of command who have seen several fighter squadrons operate out here. I, in turn, have been extremely pleased with the tremendous spirit shown by these men who are often called upon to work extra long hours and to whom that "little bit extra" seems to be the normal working pace.

Early in the morning of 3 December saw the KITTY HAWK moor at the carrier pier, NAS Cubi Point, in picturesque Subic Bay, Philippines, which is the main port of call and principal support base for the U. S. Navy ships of the 7th Fleet. It is located about forty miles north of Manila, has a fine, sheltered, natural deep water harbor, ship repair facilities, large supply and fuel storage capacity, and a Naval Air Station capable of filling all requirements of 7th Fleet aircraft units. The 3rd and 4th were spent at the pier, but this time there was little time available for liberty, shopping, and sight-seeing. It was busy, busy, busy for all hands. There were a lot of supplies to be loaded that are not available until arrival in WESTPAC, practically continuous briefings to attend, and one more school for the Aardvark aircrews. Each time a unit starts operating in a new area there are quite a few new rules and procedures to be learned, especially in this area. And it's always best if you can get the latest word from the guys that have been doing it every day. This port call offered the invaluable opportunity for our pilots and RIOs to attend the Jungle Survival School here at Cubi Point. It is very informative, and just might make the difference for someone that has to leave an airplane the hard way over the Laotian or Vietnamese terrain. Every Boy Scout should have a chance to go to this school. You really can make a fire by rubbing two sticks together! There was a little time for Christmas shopping runs to the exchanges, but to our chagrin, visits by three carriers in the previous two weeks had left the exchanges looking like the Thanksgiving turkey on the day after. I'm afraid many of us were disappointed on that score. So money was saved, anyway. On the 5th, the Hawk left Subic for a couple of days of refresher operations in the Philippine waters. For most it was the first flying since Hawaii. Starting on the 8th, Hawk and the Aardvarks were on Yankee Station, as the carrier operating position off Vietnam is

called, involved in full scale combat and combat support operations. Flying hours were noon to midnight, varying to 1400 to 0200, and the inbetween hours were very fully utilized with airplane maintenance, underway ammunition replenishment, and the incessant airplane shuffling that is a way of life where space is so critically important. Every man responded to the demand for that extra effort that marks the topnotch outfit, and that is practically a trademark of the U. S. Navy in a combat situation. The demands were tough, but the response was determined and always equal to the occasion.

Though not everyone in our U. S. understands the role we play or the necessity therefore, let me assure you that this ship and her air wing are a very irritating thorn in the side of the Communist forces attempting to subjugate the peoples of all Indochina to their rule. Without the air strike capability of our 7th Fleet, the capability of our forces to stop or severely throttle the flow of war supplies and troops from NVN south would be sorely inhibited.

The last eleven days on the line were extra busy, as the Hawk was the only carrier out. Hancock and Ranger, the other two 7th Fleet carriers were relieved to go into port for the Christmas holidays. Ranger, in turn, relieved the Hawk on the night of the 28th so we could have our turn at a little well deserved Rest and Recreation. Christmas was a full working day, but with an excellent Christmas dinner, and a little Aardvark ingenuity, the spirit of Christmas was there, and it was indeed, a special day.

Totaling the statistics shows that during the month of December the Aardvarks flew 735 hours, with 349 carrier landings, over one-third of which were at night. Our young aircrews are fast becoming combat seasoned veterans having flown 317 combat missions this month. In addition to their primary fighter missions they have delivered 849 bombs during day and night strikes.

Doing all this flying has kept the Maintenance/Department very busy, of course. The Aardvark Maintenance personnel have performed in an outstanding manner in all respects. The availability of aircraft to meet scheduled events has been well above the fleet average, and it is due to the hard work and the long hours put in by our maintenance men that we have enjoyed this high rate of availability. It was noted with pride that our ordnance branch has completely met the challenge of a higher bomb count, and double the missile load of previous cruises, with fewer men than in the past. It is really an enjoyable challenge just trying to keep up with this hard charging bunch of men.

Since our last ZOT-Gram we have welcomed aboard five new Aardvarks. The bachelors are (b) (6) AMH3 from (b) (6) (b) (6) AMSAN whose parents live in (b) (6) and (b) (6) AMH3 whose folks live in (b) (6). We also have 2 family men, (b) (6) AMS1 whose wife (b) (6) and 2 year daughter, (b) (6) reside at (b) (6) and (b) (6) AMS3 whose wife, (b) (6) and 10 month old baby, (b) (6) are living in (b) (6) (b) (6)

Also since our last ZOT-Gram we have had six of our Aardvarks advanced

in rate. (b) (6) was advanced on 1 November from AQF3 to AQF2 and (b) (6) from AE3 to AE2 also on 1 November. On the 1st of December we had four advancements, (b) (6) was advanced from AQFAN to AQF3, (b) (6) from AMSAN to AMS3, (b) (6) from AO3 to AO2 and (b) (6) from AQF3 to AQF2.

We had two of our career petty officers receive Good Conduct Awards. AMSC (b) (6), his third award and (b) (6) ADJ1, his fourth. It is with great pride that I am able to award them for the exemplary attitude and behavior that these men have shown throughout the years.

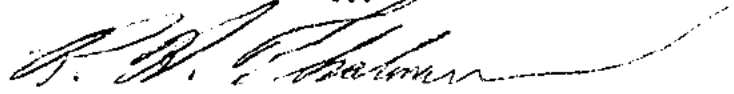
As with last time we have two junior Aardvarks making their presence felt. Born to (b) (6) and AN (b) (6) on (b) (6) is their daughter, (b) (6), and to LT (b) (6) and his wife, (b) (6) on (b) (6) their third child and second boy, (b) (6) Congratulations to both families.

This month we had the honor of awarding the "Aardvark of the Month" to ATN2 (b) (6). What follows is an excerpt from the letter of congratulations: "It is with extreme pleasure that I commend you on having been selected "Aardvark of the Month" for November 1970. While assigned to the Troubleshooter Branch of the Line Division you completed all assigned tasks in an outstanding manner. Your ability to diagnose malfunctions in the complex F-4J radio and navigation systems coupled with your thorough knowledge of the aviation electronics rating have made you an extremely valuable asset to this squadron. The fine example which you have set for your shipmates by your exemplary personal appearance and your cheerful willingness to help others has contributed immeasurably to the morale of this squadron." We in the squadron have a great admiration for those chosen as "Aardvark of the Month" as the competition is tough and only the truly outstanding men are chosen. Because all the Aardvarks have performed exceptionally well this makes the selection very difficult. Along with the letter and a squadron plaque the awardee is granted a 72 hour pass. Petty Officer (b) (6) flew off to Hong Kong for a couple of days and from all reports had a great time.

We're all looking forward to a good week at Cubi Point, where we will mix work and play, hopefully in about equal portions, and to a three day visit to Manila prior to going back out to pick up where we left off. I expect our next ZOT-Gram to be in the mail about the end of the first week in February, when I hope to report another successful line period.

In closing, each and everyone of you can be justifiably proud of your Aardvark, for he is performing admirably and is an important member of one of the best fighter squadrons in the Navy.

Best wishes for a Happy New Year.



R. H. THALMAN
Commanding

Dear Wives, Parents, and Fiances.

Thanks so much for your most gratifying responses to our last Zot-Gram. Your interest is highly appreciated, and we will do our best to keep the information coming. I pondered sending this earlier, but decided that the information would be more complete and meaningful if I tied it to a whole line period (providing they do not get longer than this last marathon) as our lives and events seem to revolve about the Kitty Hawk, and VF-114 operating schedule.

Much has happened since my last Zot-Gram from Cubi Point almost two months ago and I am proud to report that the Aardvarks have now extended our history of outstanding performance over three line periods on Yankee Station. The desire on the part of all hands to put forth "that extra effort" in doing the best possible job continues to prevail throughout VF-114 and is one factor that places the Aardvarks one step ahead of the rest.

Statistics for the third line period speak for themselves, 1315 flying hours, of which 1029 were in March (an enviable mark for any fighter squadron) and 636 carrier landings. We delivered 876,000 pounds of ordnance on targets against enemy lines of communication in support of the ARVN (Army of the Republic of Vietnam) during operation Lamson 719.

Lamson 719 was, as you probably know, a large operation by the South Vietnamese conducted in Northwest South Vietnam and in a small part of Eastern Laos to disrupt and hinder North Vietnamese supply routes into South Vietnam. There was a considerable amount of very intense ground fighting going on, and we flew a considerable number of air strikes in support of the South Vietnamese Army and Marines. The squadron also participated in a big way in the retaliatory strikes in North Vietnam against the surface-to-air missile sites that had been firing at our aircraft in Laos and South Vietnam. All the bombing was, of course, only half of our total effort, the other half being our real, primary mission, that of flying as air defense flights to protect our other ships and aircraft in the Gulf of Tonkin from possible air or surface sneak attack. This job was professionally done day and night without incident thanks to "all pro" pilots, radar intercept officers, and maintenance personnel.

The maintenance department has continued to do an excellent job of providing the squadron with up status aircraft to meet our demanding operational commitments. Of special note I would like to spotlight two particular branches for their outstanding workmanship and the hard work expended that continues to make VF-114 stand out in the eyes of the fleet. The squadron's Airframes Branch is one of the best in the business and has proven instrumental in providing the aircrews with shipshape and safe aircraft. Especially worthy of note is the corrosion control team whose fine workmanship and care of the aircraft was evidenced by the exceptionally fine grade that was earned during our recent Mid-Deployment Aircraft Inspection. AMS2 (b) (6) leads the day corrosion crew while the night crew members of the corrosion control team include: AMS3 (b) (6), AMH3 (b) (6), AMS3 (b) (6), and AMS3K (b) (6). Meanwhile back in the shop, AMS1 (b) (6) and

AMH1 (b) (6) have supervised the night check. The members doing the lion's share of the work are AMS2 (b) (6), AMH2 (b) (6), AMH2 (b) (6), (b) (6) AMH1 (b) (6), AMS3 (b) (6), AMS3 (b) (6), AMH3 (b) (6), AMH3 (b) (6) and AMSAN (b) (6).

Certainly equally worthy of note, are the fine accomplishments of the Squadron Calendar Inspection Team whose efforts cannot go unnoticed. The Calendar Inspection Cycle is a very important phase in the assurance of airworthiness of all our squadron aircraft. In a short period of time, the aircraft is literally disassembled, systems checked and adjusted and then the aircraft must be reassembled in a correct, safe and timely fashion. Members of the Check Crew are carefully selected to maintain a high degree of professional qualifications in the various ratings. Each member in a sense is his own crew leader and is called upon to perform many essential tasks on his own. The branch has been supervised by ADJC (b) (6), AMH1 (b) (6) and AMH1 (b) (6). Members of the Check Crew include: AMH2 (b) (6), ADJ2 (b) (6), AMS2 (b) (6), ADR2 (b) (6), AMH3 (b) (6), ADJ3 (b) (6), ADJ3 (b) (6), AE3 (b) (6), AMS3 (b) (6), ATN3 (b) (6), ADJ3 (b) (6), AO3 (b) (6), AMHAN (b) (6) and ADJAN (b) (6). Our fine daily availability speaks very highly of the quality products produced by the Check Crew.

Flight Operations for the third line period were much the same as last time with the first launch taking place around midmorning and the final recovery shortly before midnight. Hours varied somewhat but the air wing was blessed with improved weather over the gulf and only a week of Red Carrier (Midnight to Noon) operations.

Kitty Hawk received a brief respite from Flight Operations 26 February 1971 and again on the 5th and 18th of March. The Aardvarks took advantage of these three days catching an extra 40 winks, writing letters, relaxing, and in general enjoying a little free time - a rare commodity during cyclic operations.

Our port call to Singapore was cancelled, and the at sea period extended to 43 days due to operational commitments. This was a big disappointment to many of us who were eagerly anticipating a visit to Singapore. It was, however, necessary to keep the Kitty Hawk and Air Wing 11 on the line to help out the South Vietnamese during some fierce fighting in South Vietnam and Laos. The Aardvarks took it in stride and performed better than ever.

Kitty Hawk departed Subic Bay the morning of February 10th for our long awaited visit to Hong Kong. Arriving in Hong Kong Harbor on the morning of the 12th the Hawk dropped anchor and the Aardvarks, along with all but the duty section, set out to enjoy - without a doubt, the finest liberty port in WESTPAC. Hong Kong, in a word, is variety! It offers the most complete and diversified shopping area imaginable, a number of excellent restaurants of every description to say nothing of the natural beauty and unique and interesting mixture of far eastern culture.

Our first couple of days consisted primarily of one tremendous shopping marathon; cameras, stereo equipment, china (the dish variety), Jewelry --- you name it. What visit to this famous port would be complete without a

stop, or several, at one of the many renowned tailors? The Hong Kong Haberdashers enjoyed plenty of business from the Aardvarks.

The emphasis changed to sight seeing as wallets and checkbooks began to show signs of our shopping endeavors. Victoria Peak, Repulse Bay, the Floating Restaurant at Aberdeen, Tiger Balm Garden are but a few of the many places visited. Our six days in Hong Kong passed by all too quickly and we found ourselves frantically trying to remember what was left of the shopping list while carrying our many packages back to the ship on the 17th.

Kitty Hawk departed the following morning for Yankee Station where she remained until the Ranger relieved us on 1 April. Arriving in Subic Bay yesterday we commenced five days of upkeep and resupply, for our return to the line the 8th.

Since our last Zot-Gram we have welcomed aboard thirteen new Aardvarks. The bachelors include YN3 (b) (6), CS3 (b) (6), AN (b) (6), (b) (6), ADJ3 (b) (6), AN (b) (6), AA (b) (6), AN (b) (6). We also have six family men. ADJC (b) (6), whose wife (b) (6) lives at (b) (6), YN1 (b) (6), whose wife (b) (6) and 2 year old son (b) (6) reside at (b) (6), NAS Miramar, AMH1 (b) (6), (b) (6), whose wife (b) (6), lives at (b) (6), with daughter (b) (6) age 2 and (b) (6) age 1, AMH1 (b) (6), whose wife (b) (6) lives at (b) (6), with two sons, (b) (6) age 6 and 4 respectively, SD2 (b) (6), whose wife (b) (6) lives at (b) (6), (b) (6) and AE3 (b) (6), whose wife (b) (6) makes her home at (b) (6). Our one new junior Aardvark is (b) (6), born to (b) (6) and SN (b) (6) on (b) (6). Welcome aboard to one and all!

Airman (b) (6) of the Line Division has been selected by the squadron to receive the "Aardvark of the Month" award for February 1970. Airman (b) (6) serves on the line as a Plane Captain and as such is responsible for the performance of Daily Inspections, "Turn Around" Inspections, servicing the aircraft and the maintenance of a corrosion prevention program on assigned squadron aircraft. In addition, (b) (6) is responsible for the training of newly assigned personnel in the functions and responsibilities of a Plane Captain. Although the award is for the month of February, (b) (6) performance has been exemplary the preceeding months ---- a prime example of the extra effort I mentioned earlier in this letter.

We said goodbye to the following Aardvarks during this line period. LT (b) (6) left us to assume new duties at the Naval Air Test and Development Center, Patuxent River. He will be involved with the Navy acceptance of the air superiority fighter, the F-14 Tomcat. YN2 (b) (6), AT3 (b) (6), (b) (6), ADJAN (b) (6), CS3 (b) (6), AT3 (b) (6), AN (b) (6), (b) (6), AN (b) (6), AMS2 (b) (6), and ADJ2 (b) (6) all returned to the states and civilian life. We wish them the best of luck and a following sea. AMEL (b) (6) left for shore duty at NAS Patuxent River, Md. AMH1 (b) (6) was transferred to VF-101 homeported in Norfolk, Virginia. AK3 (b) (6) was ordered to NAS Memphis and AMS2 (b) (6) to HT-8 in Pensacola, Florida. We were sorry to see all these competent people leave us as their talents will be sorely missed but we wish them the best of luck in their future assignments.

The Aardvarks will lose one of its more accomplished pilots to the East Coast fighter community this inport period in Cubi Point. LCDR (b) (6) leaves us to take over as Executive Officer of VF-102, one of four Lieutenant Commanders in the Navy to be so honored. (b) (6) has been with the Aardvarks since December of 1968 as Operations Officer, and most recently the Maintenance Officer. We all wish (b) (6) the very best in their new duty assignment.

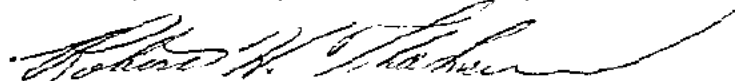
The Aardvarks have now surpassed the half way point of the Deployment and I am extremely proud of the superb performance of Fighting 114. We all look forward to an even more successful completion. It's all down hill from here on, but we'll stay in gear anyway.

It has now been about one hundred and fifty days since most of the Aardvarks had a chance to be with their families, and there are still a goodly number left. It is at this point in the cruise that the doldrums sometimes set in, and there is nothing that does so much to brighten the day out here as a letter from home. I'm asking you to keep them coming as frequently as you can; they make the cruise a lot shorter. You may not always hear from your man as often as you would like too, but he is truly very busy, and after two or three weeks at sea, it's sometimes tough to find something new to write about.

Again, thank you all for the solid support for our big family out here. Don't ever let anybody tell you that the young men of our nation aren't the best anywhere. They prove their mettle daily out here, and have every reason to be proud men in a proud outfit. I wish you all could have the opportunity to watch this ship and squadron in action. The thrill and marvelous precision of air operations on an attack aircraft carrier, day or night, just has to be seen to be believed. When your men speak with excitement about the flight ops, it is an understatement. Every man has his part in the operation.

These men live with thrills, adventure, and excitement. Tell them about love and the loved ones at home.

Faithfully and respectfully yours,



Robert H. THALMAN
Commanding

Zot Gram 5
19 May 1971

Dear Wives, Parents and Fiancees,

Since my last Zot Gram from Cubi Point early in April we have completed our fourth and fifth line periods on Yankee Station. Compared to some of the earlier line periods, numbers four and five were relatively short with a four day inport period at Cubi Point sandwiched in between. "Dame Fortune" continued to smile on the HAWK and her embarked air group as we were blessed, for the most part, with good flying weather. On the way back out to the Tonkin Gulf from our brief stay in the Philippines early this month there were several tropical storms in and about the Gulf and South China Sea but they failed to cramp our style.

Flying hours for the fourth and fifth line periods ranged from 0700-1900 to 1300-0100. Much to everyones pleasure we had no Red Carrier Operations (midnight to noon). Combining operational statistics for the two reveal 1069.4 flight hours, 501 arrested landings and 466,656 pounds of ordnance delivered.

While on the subject of numbers I would like to point out that the Aardvarks are leading the West Coast aviation community with over 300 automatic carrier landings (New automatic "hands-off" landing system where the aircraft is flown via data link to a near perfect landing aboard "the boat"); but one of many highly prized capabilities of our Phantoms. I know for a fact that any of our aircrews will tell you the automatic carrier landing "Black Boxes" are worth their weight in gold and make those unbelievably dark night arrested landings considerably brighter.

As is true of any system in the aircraft the Automatic Carrier Landing System requires exacting system maintenance. Along this line we have two men who are our experts, (b) (6) and (b) (6). They maintain this sophisticated system so that it is available on the dark and gloomy nights when our flight crews really appreciate it. The rest of the night crew includes (b) (6), (b) (6), (b) (6), (b) (6) and (b) (6) the night supervisor. All these men are responsible for repairing the discrepancies which occurred during the previous day. This may include anything from a cockpit lighting malfunction to a gyro that is not working properly. Since our aircraft systems are almost all electrically operated they many times find themselves dealing with airframes or power plants troubles too. These men must truly know the aircraft from one end to the other.

The day crew takes over at 0700. Since most of our flying has been during the daylight hours these men are standing by to repair discrepancies between launches. Their quick diagnosis of a problem and timely repair has saved many sorties from being lost. This crew is made

Zot Gram 5
19 May 1971

up of (b) (6) (b) (6) (b) (6) (b) (6) and (b) (6) who recently joined the squadron. (b) (6) is the day supervisor. Chief (b) (6) besides being the electric branch chief and overall supervisor of the shop, has recently been working as flight deck chief for the Aardvarks. Besides doing their jobs in an excellent fashion, these men have taken it upon themselves to sponsor a Philippine youngster to four years of high school. This is certainly a wonderful humanitarian act, and my hat is off to them.

We have another shop which works with electrical equipment, but of another type. This is the AT branch under the supervision of Chief (b) (6). It is their responsibility to maintain the communication, navigation, and electronic countermeasures systems of our Phantoms. Again, the responsibilities of the day and night crews are the same. Essentially the day crew effect repairs that can be made quickly; change a radio or piece of navigation gear on the flight deck between launches, while the night crew perform jobs that require more time. They track down problems in antenna systems or repair or replace malfunctioning electronic countermeasures equipment. This equipment is all important for it helps protect our flight crews from surface to air missiles and radar controlled guns. These two crews are made up of (b) (6) (b) (6) (b) (6) (b) (6), and (b) (6) (b) (6) on days, and (b) (6) (b) (6) (b) (6) (b) (6) and (b) (6) on nights. (b) (6) recently joined the Aardvarks and (b) (6) has come to the shop after a tour with the line division. All these men are doing an outstanding job, and I am proud of them. By the way, (b) (6) wife, (b) (6) is expecting a boy soon, so says the expectant father.

At this writing the Aardvarks are enroute to Sasebo, Japan and eagerly anticipating a new and different port of call and even more important a week of relaxation away from the demanding tempo of Yankee Station operations.

Sasebo as you may know is located on the island of Kyushu, the Southern most major island of four in the Japanese Archipelago. The sea port of Sasebo is located on the Western coast of Kyushu and is approximately 40 miles north of Nagasaki.

Historically, Kyushu is considered to be the cradle of Japanese civilization and offers something for everyone. Although lacking the variety of Hong Kong, Sasebo has much in the way of stereo and electronic gear, silks, cameras and pearls for the shopper. Our new camera bugs will find many interesting places to see in Sasebo and the immediate area. For any of the Aardvarks who missed the opportunity in Hong Kong

Zot Gram
19 May 1971

to try their hand at eating with chop sticks, Sasebo has many fine restaurants and offers a rematch for those of us who failed to master the oriental art of transporting food, via two sticks, a total distance of 12 inches. We are all looking forward to our stay in Sasebo and wish you were here to share it with us.

Since our 3-7 April stay at Cubi Point we have gained seven new Aardvarks, four family men and three bachelors. The new arrivals include ADJ1 (b) (6) whose wife (b) (6) resides at (b) (6) with their two children (b) (6) and (b) (6). AMH3 (b) (6) whose wife (b) (6) lives at (b) (6) in (b) (6). AE2 (b) (6) whose wife (b) (6) and children (b) (6) and (b) (6) make their home at (b) (6), (b) (6) and (b) (6). AO3 (b) (6) whose wife (b) (6) and daughter (b) (6) live at (b) (6). Our three new bachelors are AT3 (b) (6), AO3 (b) (6) and AEAN (b) (6). Welcome aboard one and all.

(b) (6) presented her husband, LT (b) (6) with a baby girl on the 21st of April. Our newest mini Aardvark, (b) (6) weighed in at (b) (6). Congratulations.

(b) (6) was advanced from seaman apprentice to seaman on 10 April and the brightest set of Lieutenant bars in the squadron are now on the collar of LT (b) (6).

Just as we have gained seven new Aardvarks, we have, at the same time lost the talents of AO2 (b) (6) to VF-121 while ADJ2 (b) (6) and AE3 (b) (6) have left the service.

During our most recent stay in Subic Bay the early part of this month, we bid farewell to three of our officers. LCDR (b) (6) received orders to the Navy Post Graduate School at Monterey, California; LT (b) (6) returned to civilian life and CWO3 (b) (6) was released from active duty after 30 years in the Navy.

Following our 5 days in Sasebo the Aardvarks will again return to Yankee Station for our sixth and final line period. This exceptional squadron has led the pack through five arduous line periods and I am confident that we will continue to put forth 110% into the successful completion of our final effort in WESTPAC.

The cruise is reaching the point now when everyone can see the end, and we are all anxious to get home again. It is also time for the rumors to pop out of the cupboards. There has been a lot of speculation by most of us (me too) on what our exact return date will be, and how soon

Zot Gram
19 May 1971

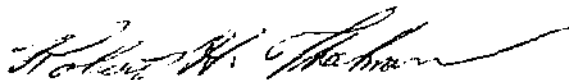
the Aardvarks are going back to sea, on what ship, with what airplanes, etc. A lot of this has been and still is more unsettled than usual due to Capitol Hill's debate on the number of attack aircraft carriers that are needed in WESTPAC to fight the war, support our allies, maintain a strategic defense posture, and to "show the flag". Until this is settled, we must be able to cope with two or three deployment contingencies. According to the plan we are presently trying to prepare for, and which looks to be the most likely, VF-114 will keep the airplanes we now have, and deploy to WESTPAC again on the KITTY HAWK in early 1972. We are still due home the middle of July, and that schedule looks firmer every day. We will have a full month stand-down, with an absolute minimum of squadron work and a maximum leave policy commencing three days after our return to Miramar. After that it is back to work beginning the next training cycle.

Fighting 114 has had a really outstanding cruise so far, from an operational and safety standpoint. The liberty days have been sparser than usual, unfortunately, but we have tried to get the most out of the "inport" time we have had. I am bound and determined that we will continue safely through this last line period and I believe that everyone else is of the same mind. This week in Japan should do a lot for pumping up sagging spirits and zipping through that last line period with all the Werve and expertise the Aardvarks have shown all cruise.

Our next Zot Gram will wrap up the cruise and should be in the mail about the first of July.

The postage on letters just went up, but believe me, these guys are worth it. Keep the mail rolling in. Our Aardvarks are just a little homesick and, being inveterate romantics we all love those special letters.

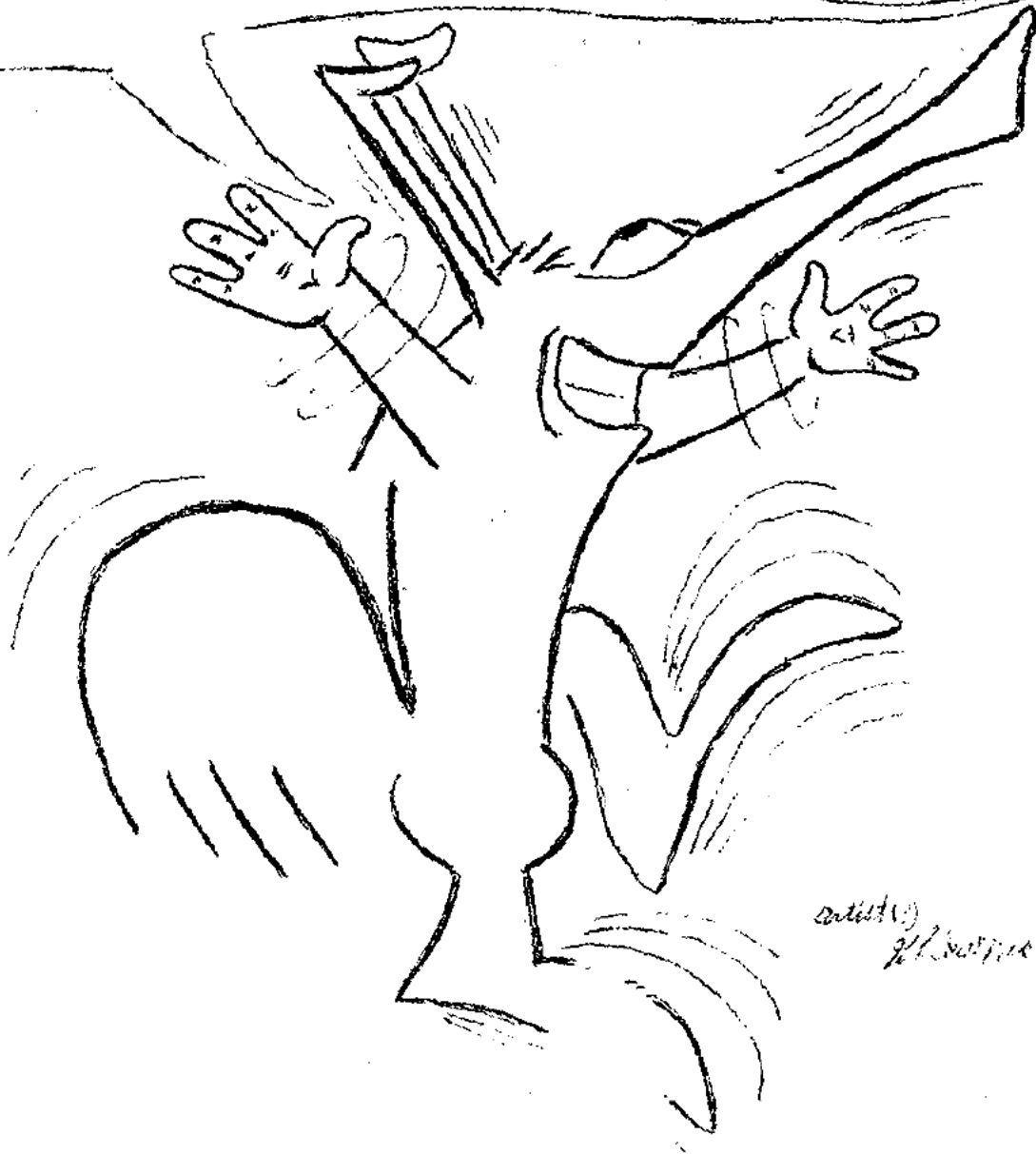
Faithfully and respectfully yours,



R. H. THAIMAN,
Commanding

HEY!!!

I'm coming HOME!



artist (?)
2/2/2014

ZOT GRAM 6
30 June 1971

Dear Wives, Parents and Fiances:

Yankee Station operations came to a screeching halt 23 June and as Airman (b)(6) has indicated on the previous page . . . The Aardvarks are, at long last Homeward Bound! In fact a week or so after you read this your 'special member' of VF-114 will be in San Diego beginning a well-deserved (and month long) stand down and rest period.

Much has happened since that bright sunny November morning when we all said good bye at North Island. Eight very long months have passed and the squadron is finishing what can only be described as a h__ of a successful cruise. It is with a deep sense of pride and respect that I can tell you that the Aardvark's performance throughout the cruise has consistently been nothing short of outstanding. No brag, just fact. Our sea periods were long, the tempo of operations high and working conditions often times arduous at best. Through it all this fine group of men were more than equal to the task and the squadron commitments were not only met but surpassed!

Reducing the job that we've been doing for the last eight months to numerical totals reveals: 4820 flight hours, 2264 arrested landings and 1377.2 tons of ordnance delivered on targets in Laos and Vietnam. I would like to stress the fact that for every hour flown there were many hours dedicated to maintaining our phantoms in top condition. The determined Aardvarks maintenance effort resulted in aircraft availability that other F-4 squadrons could only hope for. A further indication of the high degree of professionalism present throughout the squadron is shown by our ordnancemen who maintained the bomb racks, did the loading manually and were responsible for the Aardvarks closing out the cruise with no "HUNG" bombs out of the last 1,432 that were loaded. (A "hung" bomb is one that doesn't come off the aircraft when it should and requires the aircrew to divert ashore to have it downloaded.) For what it is worth, we believe this is an all time F-4 record.

One additional item while on the subject of statistics, that being safety. Our very, very best statistic: No man in Fighting 114 was lost or even seriously hurt during this cruise. This is to me, to you, and to the Navy, the most important thing of all. Our men and your men are the most important asset in the world. Without them, we are nothing. With them all hale and hearty, there is not a finer, more professional organization in the world.

The line Division did an outstanding job the last line period, as they have done all cruise. Chief Avionics Technician (b)(6) along with AMH1 (b)(6) supervises the efforts of the Plane Captains, while AMS1 (b)(6) supervises the troubleshooters branch. Both the Plane Captains and the

Troubleshooters are responsible for ensuring their aircraft are ready and SAFE for each launch. These guys have one of the more demanding jobs in the squadron, working over 14 hours every day on a hot and dangerous carrier flight deck. They are extremely proud of the 2.8 million dollar airplane that is assigned to them, and command a great deal of respect from the pilots and RIO's. Three of the last five Aardvarks' of the Month have been from the Line Division. ATN2 (b)(6) AME2 (b)(6) and Airman (b)(6) were all chosen for the outstanding job they have done. My hat is really off to these guys. "Plane Captain" in a tailhook squadron is 100% a man's job, a professional's job, and leaves no room for carelessness or slackers. It's hot, noisy, fast, and dangerous, and our man that qualifies as a plane captain has got the goods, all the way.

I think I can safely say that we all found that our stay in Sasebo was a welcome and refreshing change from our home away from home, Cubi Point. The Aardvarks took full advantage of our six days there touring the island, shopping and being terrified by Japanese taxi cab drivers. There as in Hong Kong, everyone drives on the left side of the street and the cab drivers do their best to get to your destination fast! The many fine restaurants lived up to expectations and our Japanese food gourmets are still talking about them. The weather there was considerably cooler than what we were accustomed to and May is certainly a nice time of year to visit this beautiful country. (Join the Navy, it really can be fun.)

We departed Sasebo 26 May to return for our sixth and final line period. After such an enjoyable stay in port we were all ready to go back out and finish the last 3 1/2 weeks of Yankee Station Operations. Our arrival in Cubi Point after this final line period was delayed one day on account of typhoon "GILDA". The inport period at Cubi Point was primarily to off load equipment, perform necessary upkeep on the HAWK and in general get ready for the transit home. Would you believe we loaded 800 motorcycles aboard?!

Since my last Zot Gram we have gained one new Aardvark and had ten leave the squadron for new duty stations or separation from the Navy. A02 (b)(6) whose wife (b)(6) and children (b)(6) reside at (b)(6) (b)(6), (b)(6) is our only newcomer. A01 (b)(6) (b)(6) transferred to VF-151, A01 (b)(6) transferred to NAS Miramar and AT1 (b)(6) reported to Cam Ranh Bay. AMH1 (b)(6), A02 (b)(6), A02 (b)(6), AT2 (b)(6) Hm3 (b)(6) and AQ3 (b)(6) returned to civilian life.

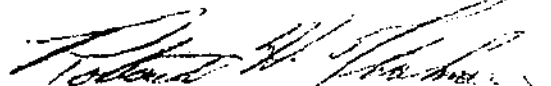
Additionally one of our pilots LT (b)(6) was specially selected this year to take up studies at the Naval Postgraduate School in Monterey, California. LT (b)(6) is the officer "plankowner," having been with the squadron since 1968. The best of luck and a bright career to (b)(6). They will be tough to replace.

OK. We are homeward bound, and here is what the future purports to be. 1 July, we are enroute to Pearl Harbor, Hawaii, arriving there on the 10th. On the 12th the HAWK will be underway for San Diego, expecting to tie up at North Island the morning of the 17th. One day earlier, we hope, as many as possible of our airplanes will be flown off to their home station, NAS Miramar. The next month will see a minimum of work and a maximum of play. Everyone's earned it. We plan on officially "passing the helm" to Commander Peter W. Kellaway, our extant executive officer at 1330 on the 11th of August at the Parade ground, NAS Miramar. We will be honored to see as many of you as can make it there. Join us if you can. These young men will build and renew your faith in America.

This is, probably, my last word to a great many of you. I am humbly grateful, and proud of the parents, the wives, and the fiancées that have kept the mail coming, spread the good news and swallowed the problems, and inspired our guys to press onward and upward all these many months. The Navy way and the carrier squadron life are a constant challenge, at home and away. It demands your best understanding and constant support, and builds the finest bunch of guys in the world. That's what makes it great. It's competitive, it's honest, it teaches and demands superior skills, it makes lifelong friends, and it takes special care and interest in its own people.

Thanks, and God bless you, everyone.

Faithfully and respectfully yours



Robert H. Thalman
Commanding Officer